Approved For Release 2006/03/16 : CIA-RDPY9-19-2-1-1-1-200020003-8  (c) NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER	25X1 25X1
REFERENCES:  ATTACHMENT TO L-3751  O7 AUGUST 1967  PAGE 1  COPY	25X1
HOA LAC AIRFIELD  NORTH VIETNAM  2101N 10530E  1. SIGNIFICANCE:	25X1

THIS BRIEFING BOARD DEPICTS THE PIERCED STEEL PLANKING CONSTRUCTION OF THE RUNWAY, CROSSOVERS, AND TAXIWAYS AT HOA LAC AIRFIELD.

## LOCATION:

THE AIRFIELD IS LOCATED 1.4 NM WEST-NORTHWEST OF HOA LAC AND 6.3 NM SOUTH OF SON TAY AT 21-01-53N 105-30-05E.

## MISSION READOUT:

REVEALS THE AIRFIELD TO CONSIST OF ONE 7,400 X 180 FT, NW/SE, PSP RUNWAY AND A PARALLEL PSP TAXIWAY WITH TWO END-CONNECTING LINKS AND TWO CROSSOVER LINKS. A PROBABLE 7,000 X 180 FT, ENE/WSW RUNWAY IS UNDER CONSTRUCTION WITH FOUNDATION GRADING IN PROGRESS.

FACILITIES (UNCLUDE THREE PSP PARKING APRONS LOCATED ALONG THE PARALLEL NW/SE TAXIWAY, AND FIVE EARTHEN AIRCRAFT ALERT REVETMENTS (45 X 90 FT. INSIDE MEASUREMENT) LOCATED AT EACH END OF THE NW/SE RUNWAY. SIX COMPLETED EARTHEN AIRCRAFT REVERMENTS (45 X 90 FT.) AND A FIRING-IN BUTT ARE DISPERSED ALONG A PSP TAXIWAY THAT EXTENDS SOUTHWEST FROM THE NORTHWEST END OF THE RUNWAY. AT LEAST FORTY

Declassification Review by NGA

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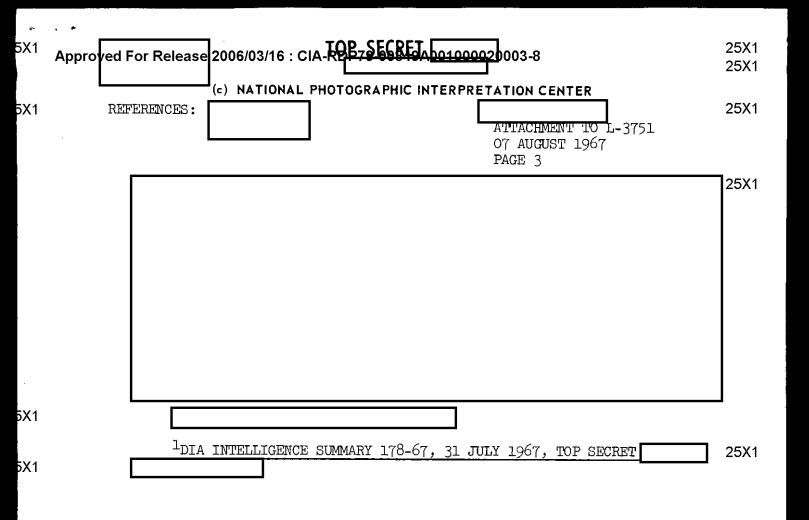
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REFERENCES:	ATTACHMENT TO L-3751 07 AUGUST 1967 PAGE 2
SMALLER VEHICLE/EQUIPMENT REVETM	ENTS (20 x 45 FT.) ARE DISPERSED
THROUGHOUT THE AIRFIELD AREA.	
A WEATHER STATION IS LOCATED	AT UTM WJ518159, AND TWO BARRACKS
AND SUPPORT AREAS, WHICH PREDATE	THE AIRFIELD CONSTRUCTION, ARE
LOCATED NEARBY. ELECTRONIC FACIL	LITIES INCLUDE AN AW/GCI RADAR SITE
LOCATED 3.7 NM NORTHEAST AT 21-01	-30N 105-32-05E. FOUR COMPONENTS
OF AN ILS SYSTEM CAN BE IDENTIFIE	D. (THE RADAR SITE AND PORTIONS OF
THE ILS SYSTEM ARE NOT SHOWN ON T	HE GRAPHIC).
THE AIRFIELD HAS BEEN SUBJEC	TED TO AIR STRIKES AND NUMEROUS
BOMB CRATERS ARE SCATTERED THROUGH	HOUT THE AREA.
F	EVEALS PIERCED STEEL PLANK SURFACING
ON THE UNSERVICEABLE RUNWAY. DUM	MY BOMB CRATERS, ALSO OBSERVED ON
THE PHOTOGRAPHY, ARE PAIN	TED ON THE RUNWAY.
TWO FRESCO (ONE POSSIBLY DAM	AGED AND ONE WITH TAIL SECTION
REMOVED) AND TWO DUMMY/DECOY AIRC	RAFT ARE OBSERVED.
4.	
These notes have been prepared for briefing purposes only should be restricted to the particular briefing board(s) they we porting period as indicated by the date of issue. For inform	and should not be used for detailed analytical work. Their use ere prepared for and must be considered valid only for the re-

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